

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA15 | Greatworth to Lower Boddington  
Community data (CM-001-015)  
Community

November 2013

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Department  
for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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# Contents

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Introduction</b>   | <b>1</b>  |
| <b>2</b> | <b>Community impact assessment record sheets - construction</b> | <b>2</b>  |
| 2.1      | The Three Conies Inn public house                               | 3         |
| 2.2      | Thorpe Mandeville village hall                                  | 4         |
| 2.3      | Church of St John the Baptist                                   | 5         |
| 2.4      | Residential properties on Banbury Lane                          | 6         |
| 2.5      | Lower Thorpe Farm and Twin Oaks                                 | 7         |
| 2.6      | Culworth Grounds Farm   | 8         |
| 2.7      | Macmillan Way and Jurassic Way                                  | 9         |
| 2.8      | Residential properties along A361 Byfield Road                  | 10        |
| 2.9      | Chipping Warden School  | 11        |
| 2.10     | Calves Close Spinney  | 13        |
| 2.11     | Residential properties in Chipping Warden                       | 14        |
| 2.12     | Washbrook Farm  | 15        |
| 2.13     | Residential properties along Banbury Road                       | 17        |
| 2.14     | The Carpenters Arms public house                                | 18        |
| 2.15     | Glyn Davies Wood Nature Reserve (part of Fox Covert)            | 19        |
| <b>3</b> | <b>Community impact assessment record sheets - operation</b>    | <b>21</b> |
| 3.1      | Residential properties on Banbury Lane                          | 22        |
| <b>4</b> | <b>Open space survey/public rights of way survey results</b>    | <b>23</b> |
| <b>5</b> | <b>References</b>   | <b>24</b> |

## List of tables

|  |   |
|--|---|
| Table 1: The Three Conies Inn public house community impact assessment record sheet      | 3 |
| Table 2: Thorpe Mandeville village hall community impact assessment record sheet         | 4 |
| Table 3: Church of St John the Baptist community impact assessment record sheet          | 5 |
| Table 4: Residential properties on Banbury Lane community impact assessment record sheet | 6 |
| Table 5: Lower Thorpe Farm and Twin Oaks community impact assessment record sheet        | 7 |
| Table 6: Culworth Grounds Farm community impact assessment record sheet                  | 8 |

|  |    |
|--|----|
| Table 7: Macmillan Way and Jurassic Way community impact assessment record sheet                 | 9  |
| Table 8: Residential properties along A361 Byfield Road community impact assessment record sheet | 10 |
| Table 9: Chipping Warden School community impact assessment record sheet                         | 11 |
| Table 10: Calves Close Spinney community impact assessment record sheet                          | 13 |
| Table 11: Residential properties in Chipping Warden community impact assessment record sheet     | 14 |
| Table 12: Washbrook Farm community impact assessment record sheet                                | 15 |
| Table 13: Residential properties along Banbury Road community impact assessment record sheet     | 17 |
| Table 14: The Carpenters Arms public house community impact assessment record sheet              | 18 |
| Table 15: Glyn Davies Wood Nature Reserve community impact assessment record sheet               | 19 |
| Table 16: Residential properties on Banbury Lane community impact assessment record sheet        | 22 |

# 1 Introduction

- 1.1.1 The community appendix for the Greatworth to Lower Boddington community forum area (CFA15) comprises:
- community impact assessment record sheets for construction (Section 2);
  - community impact assessment record sheets for operation (Section 3); and
  - open space survey/public rights of way (PRoW) survey results (Section 4).
- 1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5, Community Map Book.

## **2 Community impact assessment record sheets - construction**

## 2.1 The Three Conies Inn public house

Table 1: The Three Conies Inn public house community impact assessment record sheet

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>The Three Conies Inn public house</b>  |
| <b>Community Forum Area (CFA)</b>                          | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                       | Community facility  |
| <b>Resource description/profile</b>                        | The Three Conies Inn is a public house located on The Warren (Banbury Lane) in Thorpe Mandeville <sup>1</sup> , as shown on Map CM-01-049, D10 (Volume 5, Community Map Book). The inn serves food throughout the day and provides a venue for business, clubs and community group meetings.  |
| <b>Assessment year</b>                                     | Construction phase (2017+)  |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: users of The Three Conies Inn public house are predicted to experience in-combination effects arising from significant noise and construction traffic (heavy goods vehicles (HGV)) effects, resulting in a loss of amenity.</p> <p>Noise: there will be significant construction noise effects due to construction traffic using Banbury Lane.</p> <p>Construction traffic: there will be significant construction traffic effects due to an increase of HGV using Banbury Lane to access the Lower Thorpe viaduct satellite compound.</p> <p>Duration: approximately two years (the length of operation for the Lower Thorpe viaduct satellite compound), starting in 2017.</p> |
| <b>Assessment of magnitude</b>                             | Medium: as users of the community facility will be affected by significant residual effects from noise and construction traffic (HGV) effects.  |
| <b>Relevant receptors</b>                                  | Users of The Three Conies Inn public house.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | <p>Medium: as it is anticipated that the villagers will still be able to use the Three Conies Inn without any serious disruption.</p> <p>There are no alternative public houses in Thorpe Mandeville.</p>   |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect on community facility due to loss of amenity.  |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.   |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect on community facility due to loss of amenity.  |

<sup>1</sup> The Three Conies Inn public house; <http://threeconiesinn.co.uk/>; Accessed: 14 October 2013.



## 2.2 Thorpe Mandeville village hall

Table 2: Thorpe Mandeville village hall community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Thorpe Mandeville village hall</b>  |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Community facility   |
| <b>Resource description/profile</b>                        | Thorpe Mandeville village hall <sup>2</sup> is located on The Warren (Banbury Lane) in Thorpe Mandeville, as shown on Map CM-01-049, D9 (Volume 5, Community Map Book). It is available for hire by the community and provides a meeting place for informal clubs.   |
| <b>Assessment year</b>                                     | Construction phase (2017+)   |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: users of Thorpe Mandeville village hall are predicted to experience in-combination effects arising from significant noise and construction traffic (HGV) effects, resulting in a loss of amenity.</p> <p>Noise: there will be significant construction noise effects due to construction traffic using Banbury Lane.</p> <p>Construction traffic: there will be significant a significant increase in HGV using Banbury Lane to access the Lower Thorpe viaduct satellite compound.</p> <p>Duration: approximately two years (the length of operation for the Lower Thorpe viaduct satellite compound), starting in 2017.</p> |
| <b>Assessment of magnitude</b>                             | Medium: as users of the community facility will be affected by significant residual effects from noise and construction traffic (HGV) effects.   |
| <b>Relevant receptors</b>                                  | Users of Thorpe Mandeville village hall.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | <p>Medium: it is anticipated that activities at the village hall will be able to continue without any serious disruption.</p> <p>There are no other alternative community facilities in Thorpe Mandeville which are similar to this resource.</p>  |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect on community facility due to loss of amenity.   |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.  |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect on community facility due to loss of amenity.   |

<sup>2</sup> Thorpe Mandeville Today; Village Hall; [www.thorpe-mandeville.info/www.thorpe-mandeville.info/Village\\_Hall.html](http://www.thorpe-mandeville.info/www.thorpe-mandeville.info/Village_Hall.html); Accessed: 14 October 2013.

## 2.3 Church of St John the Baptist

Table 3: Church of St John the Baptist community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Church of St John the Baptist</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Community facility   |
| <b>Resource description/profile</b>                        | Church of St John the Baptist is located on Banbury Lane in Thorpe Mandeville, as shown on Map CM-01-049, D9 (Volume 5, Community Map Book). It is an Anglican church, which is one of six in the Culworth Benefice.   |
| <b>Assessment year</b>                                     | Construction phase (2017+)   |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: users of Church of St John the Baptist are predicted to experience in-combination effects arising from significant noise and construction traffic (HGV) effects during the construction phase, resulting in a loss of amenity.</p> <p>Noise: there will be significant construction noise effects associated with construction activities.</p> <p>Construction traffic: there will be a significant increase in HGV movements, which will use Banbury Lane to access Lower Thorpe viaduct satellite compound.</p> <p>Duration: approximately two years (the length of operation for the Lower Thorpe viaduct satellite compound), starting in 2017.</p> |
| <b>Assessment of magnitude</b>                             | Medium: as users of the community facility will be affected by significant residual effects from noise and construction traffic (HGV) effects.   |
| <b>Relevant receptors</b>                                  | Users of Church of St John the Baptist.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | <p>Medium: it is anticipated that the church's activities will still be able to continue without any serious disruption.</p> <p>The nearest alternative church is St Mary the Virgin Church in Culworth, approximately 2.5km away by road.</p>   |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect on community facility due to loss of amenity.   |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.  |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect on community facility due to loss of amenity.   |

## 2.4 Residential properties on Banbury Lane

Table 4: Residential properties on Banbury Lane community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Residential properties on Banbury Lane</b>  |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Residential properties   |
| <b>Resource description/profile</b>                        | Residential properties on Banbury Lane, Thorpe Mandeville, as shown on Map CM-01-049, D8 (Volume 5, Community Map Book).   |
| <b>Assessment year</b>                                     | Construction phase (2017+)   |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: residents of up to 40 properties along Banbury Lane are predicted to experience in-combination effects arising from significant visual and construction traffic (HGV) effects during the construction phase, resulting in a loss of amenity.</p> <p>Noise: there will be significant noise effects from construction traffic using Banbury Lane.</p> <p>Visual: there will be significant visual effects views (from the rear of properties) of the Lower Thorpe viaduct satellite compound and construction of the viaduct itself and additional effects from lighting at the compound. These visual effects will only affect 10 of the 40 residential properties.</p> <p>Construction traffic: there will be a significant increase in HGV which will use this route to access Lower Thorpe viaduct satellite compound.</p> <p>Duration: approximately two years (the length of operation for the Lower Thorpe viaduct satellite compound), starting in 2017.</p> |
| <b>Assessment of magnitude</b>                             | <p>Medium (for 30 residential properties): as residents will be affected by significant residual noise and construction traffic (HGV) effects.</p> <p>High (for 10 residential properties): as these residents will be affected by significant residual visual, noise and construction traffic (HGV) effects.</p>  |
| <b>Relevant receptors</b>                                  | Owners/occupiers of the residential properties.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: as these are residential receptors.  |
| <b>Significance rating of effect</b>                       | Major adverse- significant effect on residents due to loss of amenity.   |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.  |
| <b>Residual effect significance rating</b>                 | Major adverse- significant effect on residents due to loss of amenity.   |

## 2.5 Lower Thorpe Farm and Twin Oaks

Table 5: Lower Thorpe Farm and Twin Oaks community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Lower Thorpe Farm and Twin Oaks</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Residential properties   |
| <b>Resource description/profile</b>                        | Lower Thorpe Farm and Twin Oaks are in Lower Thorpe, as shown on Map CM-01-049, C6 (Volume 5, Community Map Book).   |
| <b>Assessment year</b>                                     | Construction phase (2017+) extending into operation phase (2026+)  |
| <b>Impact 1: demolition</b>                                | <p>Impact: residential properties to be demolished.</p> <p>The Proposed Scheme will run on viaduct through Lower Thorpe, crossing a floodplain and Banbury Lane. The construction activities associated with the Lower Thorpe viaduct and the embankment on the northern side of the viaduct will require the demolition of two residential properties in Lower Thorpe: Lower Thorpe Farm (Grade II listed) and Twin Oaks.</p> <p>Duration of impact: permanent.</p> |
| <b>Assessment of magnitude</b>                             | Low: whilst only two residential properties are being demolished, Lower Thorpe comprises five dwellings in total.  |
| <b>Relevant receptors</b>                                  | Owners/occupiers of the residential properties.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: as these are residential receptors.  |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.   |
| <b>Proposed mitigation options for significant effects</b> | No mitigation. Compensation only for residential property owners.  |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.   |

## 2.6 Culworth Grounds Farm

Table 6: Culworth Grounds Farm community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Culworth Grounds Farm</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Community facility   |
| <b>Resource description/profile</b>                        | Culworth Grounds Farm is an equestrian facility north-east of Lower Thorpe, as shown on Map-CM-01-049, C5 (Volume 5, Community Map Book). Culworth Grounds Farm is an all-weather equestrian facility with 6 ¼ furlong grass gallops, an indoor wax surface schooling arena, an outdoor schooling arena, monarch stables, a monarch horse walker and secure tack rooms. The centre offers racehorse training <sup>3</sup> .  |
| <b>Assessment year</b>                                     | Construction phase (2017+) extending into operation phase (2026+)  |
| <b>Impact 1: permanent loss of land</b>                    | Impact: as approximately 16ha (8%) of the 212ha site will be required permanently for the Proposed Scheme; this will involve the partial loss of the gallops and racehorse training. Other land will be severed from the main buildings. Culworth Grounds accommodation overbridge will be put in place to provide access to the severed land. It is expected that some equestrian activities at Culworth Grounds Farm will be able to continue.<br><br>Duration of impact: permanent. |
| <b>Assessment of magnitude</b>                             | Medium: as the site will be partially compromised.   |
| <b>Relevant receptors</b>                                  | Users of Culworth Grounds Farm.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | Medium: as the nearest alternative equestrian centre is Foxhill Equestrian Centre in Eydon near Daventry. It is about 4.5km from Culworth Grounds Farm and provides a range of equestrian facilities, although it is not directly comparable with Culworth Grounds Farm and does not offer racehorse training.   |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.   |
| <b>Proposed mitigation options for significant effects</b> | HS2 Ltd will continue to work with the owners of Culworth Grounds Farm with the intention of identifying a solution to promote the continued operation of the farm within the scope of the National Compensation Code.   |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.   |

<sup>3</sup> Culworth Grounds; Equestrian; [www.culworthgrounds.co.uk/equestrian.html](http://www.culworthgrounds.co.uk/equestrian.html); Accessed: 4 October 2013.

## 2.7 Macmillan Way and Jurassic Way

Table 7: Macmillan Way and Jurassic Way community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Macmillan Way and Jurassic Way (Footpaths AE12 and AE20)</b>  |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Open space and recreational PRoW   |
| <b>Resource description/profile</b>                        | The Macmillan Way (Footpaths AE12 and AE20) is a long distance path (465km) which links Boston to Abbotsbury, Bath and Barnstaple <sup>4</sup> . The Jurassic Way (Footpaths AE12 and AE20) is a long distance recreational route which runs from Banbury in Northamptonshire to Stamford in Lincolnshire <sup>5</sup> . Both promoted routes follow the same PRoW east of Chipping Warden.  |
| <b>Assessment year</b>                                     | Construction phase (2017+)   |
| <b>Impact 1: temporary re-routeing of promoted route</b>   | <p>Impact: east of Chipping Warden the Proposed Scheme will be in the Chipping Warden green tunnel and will cross the Macmillan Way and Jurassic Way. The construction of the Chipping Warden green tunnel will require the re-routeing of the Macmillan Way and Jurassic Way for the duration of the construction period. The length added to the promoted route will be approximately 100m.</p> <p>The path will be reinstated over the Chipping Warden green tunnel on completion of the construction of the Proposed Scheme.</p> <p>Duration of impact: approximately three years.</p> |
| <b>Assessment of magnitude</b>                             | Negligible: given that this extra distance is minimal, the resource can continue to be used for its intended purpose without any significant inconvenience or detriment to the users.  |
| <b>Relevant receptors</b>                                  | Users of the Macmillan Way and Jurassic Way.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | <p>Low: as it is a sparingly or infrequently used but valued resource. Data from surveys undertaken in August and September 2012 showed that this section of the Macmillan Way and Jurassic Way is not well used<sup>6</sup>. One weekend survey (25 August 2012 (08:00-18:00), cloudy with showers) recorded no users, another weekday survey (27 September 2012 (07:00-19:00), mild with showers in the afternoon) recorded 18 users (including five walkers/dog walkers and 10 horse riders).</p> <p>There are alternative promoted PRoW in the vicinity.</p>                           |
| <b>Significance rating of effect</b>                       | Negligible- effect due to temporary re-routeing (not significant).   |
| <b>Proposed mitigation options for significant effects</b> | Not applicable (N/A).  |
| <b>Residual effect significance rating</b>                 | Negligible- effect due to temporary re-routeing (not significant).   |

<sup>4</sup> Macmillan Way; <http://macmillanway.org>; Accessed: 12 September 2013.

<sup>5</sup> South Northamptonshire Council; Jurassic Way; [www.southnorthants.gov.uk/Jurassic\\_South.pdf](http://www.southnorthants.gov.uk/Jurassic_South.pdf); Accessed: 18 October 2013.

<sup>6</sup> It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRoW is assessed.

## 2.8 Residential properties along A361 Byfield Road

Table 8: Residential properties along A361 Byfield Road community impact assessment record sheet

| Resource name                                       | Residential properties along A361 Byfield Road   |
|---|--|
| CFA   | Greatworth to Lower Boddington (CFA15)   |
| Resource type                                       | Residential properties   |
| Resource description/profile                        | Residential properties along the eastern side of the A361 Byfield Road in Chipping Warden, as shown on Map CM-01-051, F8 (Volume 5, Community Map Book).   |
| Assessment year                                     | Construction phase (2017+)   |
| Impact 1: loss of amenity                           | <p>Impact: residents of approximately 10 properties along the eastern side of the A361 Byfield Road are predicted to experience in-combination effects arising from significant visual and construction traffic (HGV) effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects from the rear of properties due to views of the construction of the Chipping Warden green tunnel, the Chipping Warden green tunnel main compound and the reinstatement of the A361 Byfield Road and the roadhead.</p> <p>Construction traffic: there will be a significant increase in HGV movements along the A361 Byfield Road as this route will be used to access the Chipping Warden green tunnel main compound.</p> <p>These effects arise as a result of construction activities co-ordinated by several construction compounds.</p> <p>Duration: approximately five years, commencing during 2017, in the case of Chipping Warden green tunnel main compound; approximately one year and nine months, starting in 2022, in the case of Chipping Warden green tunnel south portal satellite compound; approximately two years, starting in 2022, in the case of Chipping Warden green tunnel north portal satellite compound; approximately two years, starting in 2018, in the case of Culworth cutting satellite compound; approximately two years and nine months, starting in 2017, in the case of Claydon Road overbridge satellite compound; approximately five years and nine months, starting in 2018, in the case of Banbury Road green overbridge and Boddington auto-transformer station satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 15, Greatworth to Lower Boddington (CFA15), Section 2.3 and Figure 5.</p> |
| Assessment of magnitude                             | Medium: as residents will be affected by significant residual effects from visual and construction traffic (HGV) effects.  |
| Relevant receptors                                  | Owners/occupiers of the residential properties.  |
| Assessment of sensitivity of receptor(s) to impact  | High: as these are residential receptors.  |
| Significance rating of effect                       | Major adverse- significant effect on residents due to loss of amenity.   |
| Proposed mitigation options for significant effects | No further mitigation of amenity effects.  |
| Residual effect significance rating                 | Major adverse- significant effect on residents due to loss of amenity.   |

## 2.9 Chipping Warden School

Table 9: Chipping Warden School community impact assessment record sheet

|   |   |
|---|---|
| <b>Resource name</b>                                      | <b>Chipping Warden School</b>   |
| <b>CFA</b>  | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                      | Community facility  |
| <b>Resource description/profile</b>                       | Chipping Warden School is located on the A361 Byfield Road, as shown on Map CM-01-051, F7 (Volume 5, Community Map Book). It is a primary academy (as of 1 September 2013) which currently has approximately 60 pupils from ages four to 11, but has capacity for approximately 100. The academy takes children from Chipping Warden, Aston le Walls and Edgcote <sup>7</sup> .   |
| <b>Assessment year</b>                                    | Construction phase (2017+)  |
| <b>Impact 1: loss of amenity</b>                          | <p>Impact: users of Chipping Warden School are predicted to experience in-combination effects arising from significant visual, noise and construction traffic (HGV) effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to open views of the construction of the Chipping Warden green tunnel, Chipping Warden green tunnel main compound and the reinstatement of the A361 Byfield Road and the roadhead.</p> <p>Noise: there will be significant construction noise effects during the daytime due to activities associated with the realignment of the A361 Byfield Road.</p> <p>Construction traffic: there will be a significant increase in HGV movements along the A361 Byfield Road, as this route will be used to access the Chipping Warden green tunnel main compound.</p> <p>These effects arise as a result of construction activities co-ordinated by several construction compounds.</p> <p>Duration: approximately five years, commencing during 2017, in the case of Chipping Warden green tunnel main compound; approximately one year and nine months, starting in 2022, in the case of Chipping Warden green tunnel south portal satellite compound; approximately two years, starting in 2022, in the case of Chipping Warden green tunnel north portal satellite compound; approximately two years, starting in 2018, in the case of Culworth cutting satellite compound; approximately two years and nine months, starting in 2017, in the case of Claydon Road overbridge satellite compound; approximately five years and nine months, starting in 2018, in the case of Banbury Road green overbridge and Boddington auto-transformer station satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the compound construction programme are discussed in Volume 2, CFA Report 15, Section 2.3 and Figure 5.</p> |
| <b>Assessment of magnitude</b>                            | High: as users of the community facility will be affected by significant residual effects from visual, noise and construction traffic (HGV) effects.  |
| <b>Relevant receptors</b>                                 | Users of Chipping Warden Primary School.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b> | High: alternative primary schools in the area include St Mary's Catholic Primary School in Aston le Walls (approximately 2.5km away) and Byfield Primary School (approximately 5km away). There will be a limited ability, however, for students and staff to absorb the change by attending an alternative school during the construction period. Given this and the fact that the school is a resource which is used on a daily basis (during term time) the sensitivity of users is  |

<sup>7</sup> Chipping Warden Primary Academy; <http://www.chippingwarden.northants.sch.uk/index.htm>; Accessed: 14 October 2013.



|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Chipping Warden School</b>  |
|  | considered high.   |
| <b>Significance rating of effect</b>                       | Major adverse- significant effect on community facility due to loss of amenity.  |
| <b>Proposed mitigation options for significant effects</b> | HS2 Ltd will work closely with Chipping Warden Primary School to identify reasonably practicable measures to mitigate the residual significant amenity effects, including discretionary measures identified in the draft code of construction and practice (CoCP) <sup>8</sup> . |
| <b>Residual effect significance rating</b>                 | Major adverse- significant effect on community facility due to loss of amenity.  |

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<sup>8</sup> Volume 5: Appendix CT-003-000.

## 2.10 Calves Close Spinney

Table 10: Calves Close Spinney community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Calves Close Spinney – R.I.F.T. Airsoft</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Open space and recreational PRow   |
| <b>Resource description/profile</b>                        | Calves Close Spinney comprises woodland located 500m to the east of Chipping Warden in open countryside <sup>9</sup> . Two promoted route, the Jurassic Way and MacMillan Way, sharing the same path (Footpath AE12), cross the site. The site contains derelict buildings some of which are associated with the nearby ex-RAF WWII airfield. Calves Close Spinney, known as 'Coms Site 3', is used by members of an organisation called R.I.F.T. Airsoft <sup>10</sup> who participate in a sport similar to paintballing called airsoft.                       |
| <b>Assessment year</b>                                     | Construction phase (2017+) extending into operation phase (2026+)  |
| <b>Impact 1: temporary loss of land</b>                    | Impact: approximately 5,000m <sup>2</sup> (10%) of the Calves Close Spinney will be required for the construction of the Proposed Scheme. The existing vehicular track and two PRow that lead to the site are within the land required for construction of the Proposed Scheme. The PRow will be temporarily re-routed (100m additional length) during the construction period and a temporary access will be provided for vehicles.<br><br>Duration of impact: approximately four years and six months.   |
| <b>Assessment of magnitude</b>                             | Low: whilst there is a small section of land that will be required for the construction of the Proposed Scheme, Calves Close Spinney will still be accessible and usable for airsoft activities during the construction period.  |
| <b>Relevant receptors</b>                                  | Users of the R.I.F.T. Airsoft facility.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | Medium: as there are no alternative airsoft facilities in the local area, with the closest being over 45km away, near Bicester. The derelict structures on the site probably enhance its suitability for airsoft.<br><br>R.I.F.T Airsoft uses the site for events once or twice a month at weekends depending on the weather. Approximately 80 players attend each event, including children. An open space survey on 29 September 2013 (07:00-19:00, mild and partly cloudy, 16oC) recorded 296 participants over the course of one weekend day <sup>11</sup> . |
| <b>Significance rating of effect</b>                       | Minor adverse- effect due to temporary loss of land (not significant).   |
| <b>Proposed mitigation options for significant effects</b> | N/A  |
| <b>Residual effect significance rating</b>                 | Minor adverse - effect due to temporary loss of land (not significant).  |

<sup>9</sup> Wikimedia Commons; Dereliction in Calves Close Spinney; [http://commons.wikimedia.org/wiki/File:Dereliction\\_in\\_Calves\\_Close\\_Spinney\\_-\\_geograph.org.uk\\_-\\_460515.jpg](http://commons.wikimedia.org/wiki/File:Dereliction_in_Calves_Close_Spinney_-_geograph.org.uk_-_460515.jpg); Accessed: 11 February 2013.

<sup>10</sup> R.I.F.T Airsoft; <http://rifairstoft.com/content.php?46-about-r-i-f-t>; Accessed: 24 June 2013.

<sup>11</sup> It should be noted that there are no benchmarks against which to judge whether an open space is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of an open space is assessed.

## 2.11 Residential properties in Chipping Warden

Table 11: Residential properties in Chipping Warden community impact assessment record sheet

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>Residential Properties in Chipping Warden</b>  |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                       | Residential properties  |
| <b>Resource description/profile</b>                        | Residential properties in Chipping Warden including: The Bungalow, on Calves Close off Culworth Road, and Stone House on A361 Byfield Road.                       |
| <b>Assessment year</b>                                     | Construction phase (2017+) extending into operation phase (2026+)   |
| <b>Impact 1: demolition</b>                                | Impact: residential properties to be demolished as the Proposed Scheme will run through a green tunnel east of Chipping Warden.<br>Duration of impact: permanent. |
| <b>Assessment of magnitude</b>                             | Negligible: as fewer than five residential properties will be demolished.   |
| <b>Relevant receptors</b>                                  | Owners/occupiers of the residential properties.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: as these are residential receptors.   |
| <b>Significance rating of effect</b>                       | Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).                                    |
| <b>Proposed mitigation options for significant effects</b> | No mitigation. Compensation only for residential property owners.   |
| <b>Residual effect significance rating</b>                 | Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).                                    |

## 2.12 Washbrook Farm

Table 12: Washbrook Farm community impact assessment record sheet

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>Washbrook Farm</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                       | Community facility  |
| <b>Resource description/profile</b>                        | <p>Washbrook Farm, as shown on Map-CM-01-052, H5 (Volume 5, Community Map Book), is an equestrian centre, located in Aston le Walls, covering 150 acres (approximately 65ha) with an additional area of covered yards. Facilities include an international all-weather dressage arena, an all-weather show jumping arena, two grass gallops, a cross country course, an indoor arena, turnout paddocks, grooms' accommodation and schooling fields. Pheasant and duck shooting also take place at the site<sup>12</sup>.</p> <p>The equestrian centre is one of the premier eventing centres in the UK and, since 1998, has been home to the award winning Aston le Walls Horse Trials. In 2008 the farm hosted the selection for the Beijing Olympics. The centre hosts a regular programme of day activities (also during the shooting season), dressage and cross country events as well as providing a wide range of training and schooling sessions. The facilities also offer days out for members of local pony clubs.</p> |
| <b>Assessment year</b>                                     | Construction phase (2017+) extending into operation phase (2026+)   |
| <b>Impact 1: temporary loss of land</b>                    | <p>Impact: west of Aston le Walls the Proposed Scheme will be on embankment and then on viaduct over Highfurlong Brook. It will pass directly through land at Washbrook Farm equestrian centre, severing it in two.</p> <p>Approximately 10% (6ha) of the land at the equestrian centre will be required for the construction of the Proposed Scheme. On the western side of Washbrook Farm, up to 10ha of land will be severed from the farm buildings and the rest of the facility. In total, therefore, up to 16ha (25% – 30%) of land at Washbrook Farm will be unavailable for use throughout the construction period, which will last for approximately one year and six months.</p> <p>Dressage is unlikely to be able to continue so close to the Proposed Scheme due to the potential effect of noise on the horses. Shooting activities will cease from the start of the construction phase.</p> <p>Duration of impact: approximately one year and six months.</p>  |
| <b>Assessment of magnitude</b>                             | High: as the resources (outdoor facilities) are compromised and unusable for their intended purpose for over a year.  |
| <b>Relevant receptors</b>                                  | Owners, operators and users (participants and spectators) of Washbrook Farm.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: as no comparable alternatives exist in the local area. The nearest equestrian centre to Washbrook Farm is the Foxhill Equestrian Centre in Eydon near Daventry (approximately 7.4km from Washbrook Farm). This has an all-weather menage, competition show jumping and offers riding lessons but its outdoor and indoor facilities are not comparable to those at Washbrook Farm.   |
| <b>Significance rating of effect</b>                       | Major adverse- significant effect due to temporary loss of land.  |
| <b>Proposed mitigation options for significant effects</b> | HS2 Ltd will continue to work with the owners of Washbrook Farm to assist them with identifying a solution to promote the continued operation of the equestrian facility within the scope of the National Compensation Code.  |
| <b>Residual effect significance rating</b>                 | Major adverse- significant effect due to temporary loss of land.  |

<sup>12</sup> Washbrook Farm; <http://aston-le-walls.co.uk/>; Accessed: 9 October 2013.

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>Washbrook Farm</b>   |
| <b>Impact 2: permanent loss of land</b>                    | <p>Impact: between 6% and 7% of the total site at Washbrook Farm equestrian centre will be required for the operation of the Proposed Scheme. The centre's cross country course and schooling fields will be directly affected and the dressage area to the far west of Washbrook Farm will be inaccessible and unusable; it will be severed from the main farm buildings and other facilities on the eastern side of the site.</p> <p>Duration of impact: permanent.</p> |
| <b>Assessment of magnitude</b>                             | High: as the resources (outdoor facilities) are permanently compromised and unusable for their intended purpose.  |
| <b>Relevant receptors</b>                                  | Owners, operators and users (participants and spectators) of the equestrian centre.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: no comparable alternatives exist in the local area. The nearest equestrian centre to Washbrook Farm is the Foxhill Equestrian Centre in Eydon near Daventry (approximately 7.4km from Washbrook Farm). This has an all-weather menage, competition show jumping and offers riding lessons but its outdoor and indoor facilities are not comparable to those at Washbrook Farm.  |
| <b>Significance rating of effect</b>                       | Major adverse- significant effect due to land required for the construction of the Proposed Scheme.   |
| <b>Proposed mitigation options for significant effects</b> | HS2 Ltd will continue to work with the owners of Washbrook Farm to assist them with identifying a solution to promote the continued operation of the equestrian facility within the scope of the National Compensation Code.  |
| <b>Residual effect significance rating</b>                 | Major adverse- significant effect due to land required for the construction of the Proposed Scheme.   |

## 2.13 Residential properties along Banbury Road

Table 13: Residential properties along Banbury Road community impact assessment record sheet

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>Residential properties along Banbury Road</b>  |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                       | Residential properties  |
| <b>Resource description/profile</b>                        | Residential properties along the Banbury Road in the south of Lower Boddington, as shown on Map CM-01-052, F4 (Volume 5, Community Map Book).   |
| <b>Assessment year</b>                                     | Construction phase (2017+)  |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: residents along Banbury Road are predicted to experience in-combination effects arising from significant visual and construction traffic (HGV) effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to the activities at the Claydon Road overbridge satellite compound and the construction of the Claydon Road overbridge.</p> <p>Construction traffic: there will be a significant increase in HGV movements along Banbury Road.</p> <p>These effects arise as a result of construction activities co-ordinated by several construction compounds.</p> <p>Duration: approximately one year and nine months, starting in 2022, in the case of Chipping Warden green tunnel south portal satellite compound; approximately two years, starting in 2022, in the case of Chipping Warden green tunnel north portal satellite compound; approximately two years, starting in 2018, in the case of Culworth cutting satellite compound; approximately two years and nine months, starting in 2017, in the case of Claydon Road overbridge satellite compound.</p> <p>Works will be phased at each compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 15, Section 2.3 and Figure 5.</p> |
| <b>Assessment of magnitude</b>                             | Medium: as residents will be affected by significant residual effects from visual and construction traffic (HGV) effects.   |
| <b>Relevant receptors</b>                                  | Owners/occupiers of the residential properties.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: as these are residential receptors.   |
| <b>Significance rating of effect</b>                       | Major adverse- significant effect on residents due to loss of amenity.  |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.   |
| <b>Residual effect significance rating</b>                 | Major adverse- significant effect on residents due to loss of amenity.  |

## 2.14 The Carpenters Arms public house

Table 14: The Carpenters Arms public house community impact assessment record sheet

|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>The Carpenters Arms public house</b>  |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)   |
| <b>Resource type</b>                                       | Community facility   |
| <b>Resource description/profile</b>                        | The Carpenters Arms <sup>13</sup> public house is located on the corner of Hill Road and Banbury Road in Lower Boddington, as shown on Map CM-01-052, E4 (Volume 5, Community Map Book).   |
| <b>Assessment year</b>                                     | Construction phase (2017+)   |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: users of The Carpenters Arms public house in Lower Boddington are predicted to experience in-combination effects arising from significant visual and construction traffic (HGV) effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to the activities at the Claydon Road overbridge satellite compound and the construction of the Claydon Road overbridge.</p> <p>Construction traffic: there will be a significant increase in HGV movements along Banbury Road.</p> <p>These effects arise as a result of construction activities co-ordinated by several construction compounds.</p> <p>Duration: approximately one year and nine months, starting in 2022, in the case of Chipping Warden green tunnel south portal satellite compound; approximately two years, starting in 2022, in the case of Chipping Warden green tunnel north portal satellite compound; approximately two years, starting in 2018, in the case of Culworth cutting satellite compound; approximately two years and nine months, starting in 2017, in the case of Claydon Road overbridge satellite compound;</p> <p>Works will be phased at each compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 15, Section 2.3 and Figure 5.</p> |
| <b>Assessment of magnitude</b>                             | Medium: as users of the community facility will be affected by significant residual effects from visual and construction traffic (HGV) effects.  |
| <b>Relevant receptors</b>                                  | Users of The Carpenters Arms public house.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | <p>Medium: as it is anticipated that villagers will still be able to use The Carpenters Arms public house.</p> <p>There are no alternative public houses within Lower Boddington.</p>  |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect on community facility due to loss of amenity.   |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.  |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect on community facility due to loss of amenity.   |

<sup>13</sup> The Carpenters Arms; [www.thecarpentersarms.co.uk](http://www.thecarpentersarms.co.uk); Accessed: 15 October 2013.

## 2.15 Glyn Davies Wood Nature Reserve (part of Fox Covert)

Table 15: Glyn Davies Wood Nature Reserve community impact assessment record sheet

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>Glyn Davies Wood Nature Reserve (part of Fox Covert)</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                       | Open space and recreational PRoW  |
| <b>Resource description/profile</b>                        | Glyn Davies Wood Nature Reserve (part of Fox Covert) is a 3ha site located at the northern boundary of the study area on Banbury Road, as shown on Map-CM-01-053, G6 (Volume 5, Community Map Book). It is managed by Banbury Ornithological Society and is accessible to members of the society throughout the year for bird watching and recording other wildlife such as butterflies or bats <sup>14</sup> .   |
| <b>Assessment year</b>                                     | Construction phase (2017+) extending into operation phase (2026+)   |
| <b>Impact 1: temporary loss of land</b>                    | <p>Impact: the Glyn Davies Wood Nature Reserve lies partly within the land required for the construction of Proposed Scheme.</p> <p>West of Upper Boddington the Proposed Scheme will be in cutting. It will pass through the western section of Glyn Davies Wood Nature Reserve. Approximately 9,280m<sup>2</sup> (29% of the site) of land will be required for construction of the Proposed Scheme, which includes the temporary land required for the re-routeing of Leisure Drive.</p> <p>The entrance to the nature reserve and lay-by on Banbury Road, which Banbury Ornithological Society members use for parking, are both within the land required for the construction of the Proposed Scheme and therefore will be inaccessible during this time. Without the provision of an alternative entrance and parking facilities, access to the nature reserve will not be possible during the construction phase.</p> <p>Duration of impact: approximately one year.</p> |
| <b>Assessment of magnitude</b>                             | High: use of the resource will be permanently compromised due to lack of access to the site.  |
| <b>Relevant receptors</b>                                  | Members of the Banbury Ornithological Society who use the Glyn Davies Wood Nature Reserve.  |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | <p>Low: there are approximately 120 members of Banbury Ornithological Society who have access to the site. Membership is drawn from outside the immediate community (from Oxfordshire and Warwickshire) so this is not purely a local community resource.</p> <p>Banbury Ornithological Society owns/manages five other sites which its members can use and which could act as alternatives to the Glyn Davies Wood Nature Reserve. These are Grimsbury Plantation Reserve (near Banbury; 15km/13min away), Balscote Quarry (near Balscote; 20km/23min away), Tadmorton Heath Reserve (near Tadmorton Heath; 25km/26min away), Pauline Flick Reserve (near Great Rollright; 35km/37min away) and Bicester Wetland Reserve (near Bicester; 46km/34min away).</p>   |
| <b>Significance rating of effect</b>                       | Moderate adverse- significant effect due to temporary loss of land.   |
| <b>Proposed mitigation options for significant effects</b> | Permanent access to the Glyn Davies Wood Nature Reserve (part of Fox Covert) will be maintained through the re-provision of the entrance and lay-by for car parking after the construction period. No further mitigation identified.  |
| <b>Residual effect significance rating</b>                 | Moderate adverse- significant effect due to temporary loss of land.   |

<sup>14</sup> Banbury Ornithological Society; Our Reserves; [www.banburyornithologicalsociety.org.uk/page%206.htm](http://www.banburyornithologicalsociety.org.uk/page%206.htm); Accessed: 14 October 2013.



|  |  |
|--|--|
| <b>Resource name</b>                                       | <b>Glyn Davies Wood Nature Reserve (part of Fox Covert)</b>  |
| <b>Impact 2: permanent loss of land</b>                    | Impact: approximately one third of the Glyn Davies Wood Nature Reserve site managed by Banbury Ornithological Society will be permanently required.<br><br>Duration of impact: permanent.  |
| <b>Assessment of magnitude</b>                             | Medium: use of the resource will be partially compromised.   |
| <b>Relevant receptors</b>                                  | Members of the Banbury Ornithological Society who use the Glyn Davies Wood Nature Reserve.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | Low: there are approximately 120 members of Banbury Ornithological Society who have access to the site. Membership is drawn from outside the immediate community (from Oxfordshire and Warwickshire) so this is not purely a local community resource.<br><br>Banbury Ornithological Society owns/manages five other sites which its members can use and which could act as alternatives to the Glyn Davies Wood Nature Reserve. These are Grimsbury Plantation Reserve (near Banbury; 15km/13min away), Balscote Quarry (near Balscote; 20km/23min away), Tadmarton Heath Reserve (near Tadmarton Heath; 25km/26min away), Pauline Flick Reserve (near Great Rollright; 35km/37min away) and Bicester Wetland Reserve (near Bicester; 46km/34min away). |
| <b>Significance rating of effect</b>                       | Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant).  |
| <b>Proposed mitigation options for significant effects</b> | No other mitigation identified at this stage.  |
| <b>Residual effect significance rating</b>                 | Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant).  |

### **3 Community impact assessment record sheets - operation**

### 3.1 Residential properties on Banbury Lane

Table 16: Residential properties on Banbury Lane community impact assessment record sheet

|  |   |
|--|---|
| <b>Resource name</b>                                       | <b>Residential properties on Banbury Lane</b>   |
| <b>CFA</b>   | Greatworth to Lower Boddington (CFA15)  |
| <b>Resource type</b>                                       | Residential properties  |
| <b>Resource description/profile</b>                        | Residential properties along Banbury Lane in Thorpe Mandeville, as shown on Map CM-01-049, D8 (Volume 5, Community Map Book).   |
| <b>Assessment year</b>                                     | Operation phase (2026+)   |
| <b>Impact 1: loss of amenity</b>                           | <p>Impact: residents of between five and 10 properties along Banbury Lane are predicted to experience in-combination effects arising from significant visual and noise effects during the operation phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to views of the Lower Thorpe viaduct, the Banbury Lane overbridge and the Culworth Grounds private access overbridge.</p> <p>Noise: there will be significant operational noise effects from the Proposed Scheme; residents are expected to experience high levels of annoyance, sleep disturbance and activity disturbance within the properties.</p> <p>Duration: during the operation of the Proposed Scheme.</p> |
| <b>Assessment of magnitude</b>                             | Medium: as residents will be affected by significant residual effects from visual and noise effects.  |
| <b>Relevant receptors</b>                                  | Owners/occupiers of the residential property.   |
| <b>Assessment of sensitivity of receptor(s) to impact</b>  | High: as these are residential receptors.   |
| <b>Significance rating of effect</b>                       | Major adverse- significant effect on residents due to loss of amenity.  |
| <b>Proposed mitigation options for significant effects</b> | No further mitigation of amenity effects.   |
| <b>Residual effect significance rating</b>                 | Major adverse- significant effect on residents due to loss of amenity.  |

## **4 Open space survey/public rights of way survey results**

- 4.1.1 Within the study area no significant effects for open spaces or PRoW have been identified within the assessment; accordingly no user surveys of open spaces or PRoW are presented here.

## 5 References

Banbury Ornithological Society; Our Reserves;

[www.banburyornithologicalsociety.org.uk/page%206.htm](http://www.banburyornithologicalsociety.org.uk/page%206.htm); Accessed: 14 October 2013.

Chipping Warden Primary Academy; [www.chippingwarden.northants.sch.uk/index.htm](http://www.chippingwarden.northants.sch.uk/index.htm);

Accessed: 14 October 2013.

Culworth Grounds; Equestrian; [www.culworthgrounds.co.uk/equestrian.html](http://www.culworthgrounds.co.uk/equestrian.html); Accessed: 4 October 2013.

Macmillan Way; <http://macmillanway.org/>; Accessed: 12 September 2013.

R.I.F.T Airsoft; <http://riftairsoft.com/content.php?46-about-r-i-f-t>; Accessed: 24 June 2013.

South Northamptonshire Council; Jurassic Way; [www.southnorthants.gov.uk/Jurassic\\_South.pdf](http://www.southnorthants.gov.uk/Jurassic_South.pdf);

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The Carpenters Arms; [www.thecarpentersarms.co.uk](http://www.thecarpentersarms.co.uk); Accessed: 15 October 2013.

Washbrook Farm; <http://aston-le-walls.co.uk/>; Accessed: 9 October 2013.

Wikimedia Commons; Dereliction in Calves Close Spinney;

[http://commons.wikimedia.org/wiki/File:Dereliction\\_in\\_Calves\\_Close\\_Spinney\\_-\\_geograph.org.uk\\_-\\_460515.jpg](http://commons.wikimedia.org/wiki/File:Dereliction_in_Calves_Close_Spinney_-_geograph.org.uk_-_460515.jpg); Accessed: 11 February 2013.

Thorpe Mandeville Today; Village Hall; [www.thorpe-mandeville.info/www.thorpe-mandeville.info/Village\\_Hall.html](http://www.thorpe-mandeville.info/www.thorpe-mandeville.info/Village_Hall.html); Accessed: 14 October 2013.